

JPRS 74109

29 August 1979

USSR Report

TRADE AND SERVICES

No. 1194

FBIS FOREIGN BROADCAST INFORMATION SERVICE

NOTE

JPRS publications contain information primarily from foreign newspapers, periodicals and books, but also from news agency transmissions and broadcasts. Materials from foreign-language sources are translated; those from English-language sources are transcribed or reprinted, with the original phrasing and other characteristics retained.

Headlines, editorial reports, and material enclosed in brackets [] are supplied by JPRS. Processing indicators such as [Text] or [Excerpt] in the first line of each item, or following the last line of a brief, indicate how the original information was processed. Where no processing indicator is given, the information was summarized or extracted.

Unfamiliar names rendered phonetically or transliterated are enclosed in parentheses. Words or names preceded by a question mark and enclosed in parentheses were not clear in the original but have been supplied as appropriate in context. Other unattributed parenthetical notes within the body of an item originate with the source. Times within items are as given by source.

The contents of this publication in no way represent the policies, views or attitudes of the U.S. Government.

PROC OF PUBLICATIONS

JPRS publications may be ordered at the National Technical Information Service (NTIS), Springfield, Virginia 22161. In ordering, it is recommended that the JPRS number, title, date and author, if applicable, of publication be cited.

Current JPRS publications are announced in Government Reports Announcements issued semimonthly by the NTIS, and are listed in the Monthly Catalog of U.S. Government Publications issued by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

Indexes to this report (by keyword, author, personal names, title and series) are available through Bell & Howell, Old Mansfield Road, Wooster, Ohio, 44691.

Correspondence pertaining to matters other than procurement may be addressed to Joint Publications Research Service, 1000 North Glebe Road, Arlington, Virginia 22201.

Soviet books and journal articles displaying a copyright notice are reproduced and sold by NTIS with permission of the copyright agency of the Soviet Union. Permission for further reproduction must be obtained from copyright owner.

REPORT DOCUMENTATION PAGE		1. REPORT NO. JPRS 74109	2.	3. Recipient's Accession No.
4. Title and Subtitle USSR REPORT: TRADE AND SERVICES, No. 1194			5. Report Date 29 August 1979	
7. Author(s)			8. Performing Organization Rept. No.	
9. Performing Organization Name and Address Joint Publications Research Service 1000 North Glebe Road Arlington, Virginia 22201			10. Project/Task/Work Unit No.	
			11. Contract(C) or Grant(G) No. (C) (G)	
12. Sponsoring Organization Name and Address As above			13. Type of Report & Period Covered	
			14.	
15. Supplementary Notes				
16. Abstract (Limit: 200 words) This serial report contains information on international economic relations, communications, consumer goods, domestic trade, transportation, manpower, and industrial sociology.				
17. Document Analysis a. Descriptors USSR International Relations Commerce Consumer Goods Domestic Trade Economics Manpower Telecommunications Transportation b. Identifiers/Open Ended Terms c. COSATI Field/Group 5C, 5I, 17B				
18. Availability Statement Unlimited Availability Sold by NTIS Springfield, Virginia 22161		19. Security Class (This Report) UNCLASSIFIED		21. No. of Pages 56
		20. Security Class (This Page) UNCLASSIFIED		22. Price

USSR REPORT
TRADE AND SERVICES

No. 1194

CONTENTS	PAGE
INTERNATIONAL ECONOMIC RELATIONS	
Problems of CEMA Cooperation in the Field of Investment (V.P. Karavayev; INTEGRATSIYA I INVESTITSII: PROBLEMY SOTRUDNICHESTVA STRAN SEV, 19 Jan 79)	1
CEMA Financial Relations Discussed (K.I. Nazarkin; DEN'GI I KREDIT, 29 Jun 79)	3
Extending Foreign Trade Contacts (N. Semin; NOVOSTI DAILY REVIEW, 21 Jun 79)	9
Briefs	
U.S. Technology for Soviet Plant	13
Japanese Purchases of USSR Iron Ore	13
Franco-Soviet Project Develops New Drills	13
Soviet Purchases British Transformer Stations	13
Grab Dredgers Exported From Japan	13
COMMUNICATIONS	
Delays in Construction of Ukrainian Radio-TV Towers (V. Savanchuk; PRAVDA UKRAINY, 7 Jul 79)	14
CONSUMER GOODS AND DOMESTIC TRADE	
Consumer Cooperatives Work To Improve Rural Life in Georgia (ZARYA VOSTOKA, 27 Jun 79)	16
Latvian Rural Consumer Services Need Improvement (SOVETSKAYA LATVIYA, 30 Jun 79)	19

CONTENTS (Continued)	Page
Briefs	
Store on Wheels	21
MANPOWER: LABOR, EDUCATION, DEMOGRAPHY	
Administrative Training Methods Outlined (N.V. Mel'nikov; EKONOMICHESKAYA GAZETA, Jul 79)	22
TRANSPORTATION	
Economizing and Thrift in Managing National Property (I. Levin; MORSKOY FLOT, No 4, 1979)	26
Regulations for State Confiscation of Automobiles (V. Bokhan; ZA RULEM, No 6, 1979)	30
Cooperative Transport Operations in Developing Countries of Africa (A. Bondareva; VODNYY TRANSPORT, 10 Aug 78)	33
Interruptions in Rail Coal Shipments Criticized (GUDOK, 15 Jul 79)	35
Transport of Fuel (V.V. Priklonskiy Interview; GUDOK, 3 Jul 79)	37
Eastern Railroads Prepare for the Harvest Season (Editorial; GUDOK, 27 Jul 79)	39
Clean Railroad Cars for Vegetable Shipments Urged (A. Radzhabov; BAKINSKIY RABOCHIY, 14 Jul 79)	43
Better Processing of Railroad Cars in Azerbaijan Demanded (BAKINSKIY RABOCHIY, 10 Jul 79)	45
Status of Railway Freight Handling (PRAVDA UKRAINY, 27 Jul 79)	46
Kuybyshev Aircraft Plant Improves Consumer Goods Output (V. Gaplykov; SOTSIALISTICHESKAYA INDUSTRIYA, 15 Jul 79)	49
Delays in Passenger Flights From Zapadnyy Airport (KOMMUNIST, 13 Jul 79)	51
Automated Control System Planned for Khar'kov Subway Trains (N. Baklanov; PRAVDA UKRAINY, 16 May 79)	52
Briefs	
Ground-Effects Machine for Arctic	54

INTERNATIONAL ECONOMIC RELATIONS

PROBLEMS OF CEMA COOPERATION IN THE FIELD OF INVESTMENT

Moscow INTEGRATSIYA I INVESTITSII: PROBLEMY SOTRUDNICHESTVA STRAN SEV
in Russian signed to press 19 Jan 79

[Table of contents and brief description of book by V. P. Karavayev]

[Excerpts] Title Page:

Title: INTEGRATSIYA I INVESTITSII: PROBLEMY SOTRUDNICHESTVA
STRAN SEV (Integration and Investments: Problems of
Cooperation of CEMA Countries)

Publisher: "Nauka"

Place and year of publication: Moscow, 1979

Signed to Press Date: 19 Jan 79

Number of Copies Published: 1700

Number of Pages: 206

Brief Description:

In this monograph urgent problems of cooperation of CEMA countries in the field of capital investments, which is an important direction of socialist economic integration, are discussed. The role of capital investments as a factor of economic growth, the influence of the investment process on the dynamics, structure and efficiency of foreign economic ties of CEMA countries, are indicated.

Table of Contents

Introduction.....	3
Chapter 1. Investment Factors of the Growth of Foreign Economic Ties of CEMA Countries.....	9
1. The concept, structure and national-economic significance of the investment sphere.....	9
2. Directions and the mechanism of influence of capital investments on the dynamics and efficiency of foreign trade.....	24

3. The influence of capital investments on the structure of foreign economic ties.....	33
Chapter 2. Socialist Economic Integration and Investment Cooperation of CEMA Countries.....	43
1. The definition of investment cooperation and its place in the integration process.....	43
2. Basic stages and forms of investment cooperation.....	54
3. Special features of the integration process in the investment sphere.....	64
Chapter 3. The Formation of the Economic Mechanism of Investment Cooperation.....	74
1. Planned bases of investment cooperation.....	74
2. Organizational and economic conditions of investment cooperation.....	87
Chapter 4. The External Aspect of Investment Cooperation.....	109
1. The influence of investment cooperation of CEMA countries on their relations with states of a different social system.....	109
2. Cooperation of CEMA countries with developing and capitalist countries in the investment sphere.....	122
Chapter 5. Problems of the Effectiveness of Investment Cooperation.	142
1. Methodological questions of determining the effectiveness of investment cooperation.....	142
2. Possibilities for improving the effectiveness of investment cooperation.....	162
Chapter 6. Foreign Research on the Problems of International Investment Cooperation.....	174
1. Research on the newest trends in the field of investment cooperation in socialist countries.....	174
2. An analysis of some ideas of Western economists.....	186
Conclusion.....	199

COPYRIGHT: Izdatel'stvo "Nauka," 1979

CSO: 1823

INTERNATIONAL ECONOMIC RELATIONS

CEMA FINANCIAL RELATIONS DISCUSSED

Moscow DEN'GI I KREDIT in Russian No 6, Jun 29 pp 24-29

[Article by K. I. Nazarkin: "Multilateral Payments and Transferable Rubles and the Credit Relations of the CEMA Countries"]

[Excerpts] The extensive cooperation of the CEMA member countries in all of the fields of economic development and the expansion of their foreign trade have demanded a reorganization of their currency and financial relations. Bilateral clearing as a form of settlements among the CEMA countries which played a positive role at a specific stage of their cooperation had by the 1960s become a brake upon the development of their foreign trade with one another.

For the purpose of developing and deepening the international socialist division of labor and of a further expansion and strengthening of the trade and economic relations of the CEMA countries, in 1963 a system of multilateral settlements and a collective currency -- the transferable ruble -- were created. At the same time the International Bank for Economic Cooperation (IBEC) was created as a necessary apparatus for effecting settlements and an extension of credit. The world's first international bank of the countries of the socialist commonwealth is becoming the basic element in these relations and is the payment and credit center of the CEMA countries.

The IBEC assists in the comprehensive development and deepening of economic relations among the countries, an expansion of foreign trade, and a more rational organization of payments for goods and services and other payments on the basis of a multilateral system and use of a collective currency -- a transferable ruble.

Closely connected with the payments are the bank's credit relations which assist in carrying out the payments. Foreign trade operations are the primary object of bank credit. Employing two types of credit in transferable rubles -- payment and period credit -- the bank has created a harmonious and quite elastic system of payment credit relations which ensures punctual payments among the countries both for commodity turnover and for all other payment and helps to expand commodity turnover.

Payment credit covers the payments of authorized banks when there are short-term discrepancies between receipts for export goods and payment for import goods. The credit is extended within the range of an established ceiling without any specification of a concrete repayment period. The credit is repaid when monies are earned in the current account of the borrower bank; that is, on the day when receipts exceed payments. The actual average periods of payment credit do not exceed thirty days. For example, in 1978 this period came to 22 days.

The decrease in the average period of payment credit testifies to a narrowing of the time difference of mutual commodity deliveries with the result that the receipts and payments of the authorized banks are growing increasingly close in time. This is also testified to by a decrease in the proportion of the average annual amounts of payment credit in mutual payments from .89 percent in 1970 to .57 percent in 1978.

Period credit which has a planned character is issued for a period of up to three years. Period credit provides a country with resources when its imports have for a long period of time exceeded its export capacities. This is connected with the seasonal nature of the exports of such countries as the Mongolian People's Republic and Cuba, with measures in production specialization and cooperation, with an expansion of commodity turnover in excess of amounts stipulated by annual agreements, and other measures. Period credit is issued for concrete periods.

In 15 years the IBEC has granted the countries credit amounting to more than 46 billion transferable rubles.

The amounts of credit to individual countries are determined by annual credit plans which are approved by the Council of the IBEC. The credit plans are made up on the basis of the credit requisitions of the countries with the amounts of planned credit for the beginning of the second half-year singled out in them.

The present system of payments and credit did not develop all at once. As the economic relations between the CEMA countries expanded and deepened and as banking operations developed measures were carried out to improve the system of credit and payments in the work of the Bank.

Thus, for example, practice showed that instead of the five individual functional types of credit which had been introduced at the beginning of the Bank's operations it was more advisable to carry out planned crediting in transferable rubles for the authorized banks in the form of a general period credit without subdividing it by function. A great deal of attention was devoted to determining the optimal level of interest rates for

as set and liability operations in transferable rubles, since the originally established very low interest rates and the large amount of interest-free credit did not create the conditions for an economical use of credit or an interest in accumulating funds in transferable rubles in the accounts in the IBEC. Interest rates were increased moderately, and interest-free credit was gradually eliminated. The present annual interest rates on credit of 2 to 5 percent depending upon the period of the credit and of 2.5 to 4 percent on deposits depending upon the period of the deposit stimulate economical use by the countries of the credit, promote the accumulation of resources, and ensure the profitability of the operations of the IBEC. Privileged interest rates of .5 to 2 percent have been established for countries which have seasonal exports (Mongolia, Vietnam, and Cuba).

An improvement of the structure of the Bank's apparatus, the use of electronic computers, and the formation of an Computer Center was of great importance for ensuring the greatest efficiency in carrying out payment operations. The use of Telex communications and electronic computers has made it possible for the Bank, despite the systematic growth of its operations, to substantially accelerate its operations. All accounting and statistical operations are performed on computers. In addition, they are used for compiling day-to-day data for the purpose of observing the course of individual operations and solving a number of economic problems.

The use of computers has made it possible for the IBEC to send authorized banks and other correspondents letters of advice and extracts from their accounts on the day operations are completed, and also to advise each authorized bank by Telex of the amount of funds in its current account at the end of the day, and when there is credit indebtedness -- to advise it of the amount.

Since they possess daily data on the position of their accounts in the IBEC, the authorized banks have the possibility of taking effective measures to ensure payments on commodity turnover and on other operations.

In 15 years settlements among the IBEC member countries for commodity turnover and for other payments have increased by more than 4.6 times, coming to 106 billion transferable rubles in 1978. Compared to 1977, settlements increased by 12 percent. The increased settlements is a direct result of an expansion of commodity turnover. Thus, compared to 1970, in 1977 commodity turnover increased by 172.5 percent, and settlements increased by 167.5 percent. It is important to emphasize that despite the large increase in settlements, the multilateral system of settlements in transferable rubles is operating efficiently and

harmoniously, ensuring uninterrupted and rapid settlements. The acceleration of settlements has made it possible for the countries to carry them out with smaller amounts of resources.

The advantage of the multilateral system of settlements also consists in the fact that free funds may be kept in the IBEC not only in current accounts, but also in deposits which are accepted for unlimited periods beginning with three months. While the IBEC pays 1.5 percent annual interest for current accounts, the interest rates for deposits are from 2.5 to 4 percent depending upon the period of deposits.

The collective currency of the CEMA countries -- the transferable ruble -- is a very important instrument of the socialist currency and financial system. This is international currency of a new type; it functions under the conditions of the planned economies of the CEMA countries. It performs the functions characteristic of it, of a measure of value, of a means of payment, and a means of accumulations. The strength of the transferable ruble is ensured by the planned development of the national economies and the mutual foreign trade of the countries. Maximum equivalents is provided for in the settlements among the countries. The transferable ruble has an independent circulation and is put into circulation by the IBEC only in the amount of the real needs of the member countries for the payments of goods and services.

The functioning of the transferable ruble as an international socialist currency has confirmed its vitality and the existence in it of the necessary qualities for ensuring uninterrupted mutual payments on an equivalent and just basis and for the development of socialist credit and the expansion of other forms of economic, scientific and technical, and cultural cooperation among the CEMA countries.

Of course, this does not mean that all of the problems have been solved and that the multilateral system of settlements and credit does not need improvements; there are defects and unsolved problems.

However, as 15 years of experience shows, the system of multilateral settlements and credit is continually being perfected on the basis of experience and of the development of forms of economic cooperation among the CEMA countries. This process must and will continue as an indisputable fact of development.

Along with operations in transferable rubles, the CEMA countries have charged the IBEC with performing operations in convertible currencies, which is stipulated by the Bank's Charter. Despite the strains on the international currency markets of the capitalist countries, these operations have been increasing from year to year. Thus, during the last five years alone they increased by 2.3 times, reaching an amount

equivalent to 82.4 billion transferable rubles in 1978. As of 1 January 1979 the amount of funds which have been drawn into convertible currencies came to 2.5 billion transferable rubles. Compared to 1970, these funds increased by almost 4 times. This is being greatly promoted by the increased authority of the IBEC among the banks of the world. More than 300 very large banks in the western countries are now IBEC correspondents.

In performing operations in convertible currencies the IBEC provides assistance to the member countries in effecting their economic relations with Western countries.

The IBEC is also developing cooperation with other international economic organizations. In particular, the IBEC has a consultative status in the UN Conference on Trade and Development.

The IBEC has concluded an Agreement on Cooperation with the Council for Mutual Economic Assistance and is actively participating in the work of the CEMA permanent commissions on currency and finance and on foreign trade.

Developing its operations, the IBEC has in 15 years turned into a large international bank of the countries of the socialist commonwealth. Thus, the total operations in 1978 came to 233.7 billion transferable rubles, including 64.7 percent being accounted for by operations in transferable rubles and 35.3 percent by operations in convertible currencies. Since the beginning of the Bank's operations (1964), operations have increased by 6.6 times. As of 1 January 1979 the Bank's balance exceeded 4 billion transferable rubles.

The system of international currency-financial and credit relations of CEMA countries which is a complex economic mechanism consisting of interconnected elements includes not only a collective currency -- the transferable ruble -- a system of multilateral settlements and short-term credit, but also a mechanism for medium-term and long-term credit. For this purpose in 1970 the CEMA countries created the International Investment Bank (IIB). The basic task of this bank is the extension of long-term and medium-term credit primarily for carrying out measures connected with the international socialist division of labor, production specialization and cooperation, expenditures for an expansion of the raw material and fuel base in joint interests, the construction of facilities in other branches of the economy which are of mutual interest, and also for the construction of facilities for the development of the national economies of the countries and for other purposes which accord with the Bank's tasks.

Working in close contact and each performing the tasks set forth by the countries in its own field, the IBEC and the IIB whose members are

all of the ten CEMA participant countries insure the operation of the socialist international currency and credit system which has been created by the CEMA countries.

COPYRIGHT: "Den'gi i kredit", 1979

2959

CSO: 1823

INTERNATIONAL ECONOMIC RELATIONS

EXTENDING FOREIGN TRADE CONTACTS

Moscow NOVOSTI DAILY REVIEW in English 21 Jun 79 pp 1-4

[Article by N. Semin, Cand. Sc. (Economics) from EKONOMICHESKAYA GAZETA No 26]

[Text] The establishment of the Council for Mutual Economic Assistance, the 30th anniversary of which is to be marked this year, was objectively determined by the necessity of carrying out broader economic cooperation among the fraternal socialist countries with the aim of pooling and co-ordinating efforts for a balanced development of their national economies and the speeding up of their economic and technical progress. Experience shows that this task is being successfully accomplished.

Trade and economic cooperation among the CMEA countries has grown many times during these 30 years. The volume of their mutual trade in 1977 was more than 20 times over their trade in 1950 and topped 91,000 million roubles. Last year trade among the CMEA countries went up 12.6 per cent and reached 103,000 million roubles. Only an absolute increase in trade in 1978 (10,900 million roubles) equals the entire volume of mutual deliveries in 1958.

The extension of cooperation among the CMEA countries plays an important role in their accomplishment of constructive tasks of socialist and communist construction and in the building up of their economic potential.

Advantages of Socialism

On the basis of the agreements reached by the leaders of the fraternal parties in 1977 and 1978 in the Crimea and at other meetings, and the decisions of the CMEA bodies, the socialist countries are now drafting and implementing long-term specific programmes for cooperation, and long-term plans for the deepening of specialisation and cooperation of production. Much is being done for the joint development of productive capacities. Within the framework of these and other undertakings, embodying international relations of production of a new type, the advantages of socialism are being realised on an international level.

Thanks to close cooperation on the basis of socialist international division of labour trade between the CMEA countries increases more rapidly than their national incomes. As a result of this the share of mutual trade in their national incomes increased approximately 1.5-1.7 times in the first half of the 70s and in a number of cases amounts to nearly 30 per cent. The exchange of machines and equipment, whose share in mutual trade topped 40 per cent, has become more intensive.

Mutual economic contacts among the CMEA countries, which make up one of the links in the system of international socialist division of labour, perform to a greater extent planning and the profound and stable relations between branches of their national economies in the process of socialist economic integration and, as its component, specialisation and cooperation of production.

In keeping with the policy of the Communist and Workers' Parties of the fellow countries, the CMEA bodies' activities are based on the principles of socialist internationalism, full equality and respect for sovereignty. Problems of mutual cooperation within CMEA's framework are solved through adopting recommendations, whose content ensure coordinated economic co-operation in keeping with the interests of each member-state and the entire community. In this way Lenin's foresight is being implemented to the effect that the workers oppose to the old world of national oppression the new world of the unity of toiling people of all nations.

A number of organizational and technical prerequisites has been created to ensure a steady rise in mutually advantageous commodity deliveries, which has become one of the CMEA bodies' permanent concerns. Thus, the CMEA standing commission for foreign trade worked out and approved within its framework the principles of price formation in mutual trade, the common terms of deliveries and provision with spare parts. In January 1979 the CMEA executive approved the common terms of production specialization. These documents, which have no similars in the capitalist world, make it possible to achieve a most efficient and most acceptable for all countries solution of relevant problems at the international level.

The CMEA countries' foreign trade organizations take an active part in the coordination of national economic development plans and the elaboration of agreements and treaties on production specialization and cooperation which, in turn, are mutually beneficial accords on the distribution, volume and nomenclature of production.

Numerous examples show the deepness of mutual ties on such a basis. The proportion of articles delivered under specialization and cooperation agreements in Czechoslovakia's engineering exports is respectively 89 per cent in bearings, 49 per cent in light and food industry equipment and some 48 per cent in lifting and transport equipment. Articles manufactured on the basis of specialization and cooperation make up nearly 60 per cent of Hungarian engineering's exports to the USSR. The share of specialized and cooperative products in Polish exports is also rapidly growing. To date it has topped 16 percent as against 2 per cent in 1971.

Trade and economic links between the CMEA countries have been developing especially intensively after the adoption in 1971 of the Comprehensive socialist economic integration programme, based on the principal long-time goals, which were mapped out by the 23rd CMEA session at the level of leaders of fellow Parties and governments in April 1969. Thus, the annual growth rates of Hungarian-Czechoslovak trade average about 10 per cent. While promoting close links between their sovereign national economies, trade between the CMEA countries makes an efficient contribution to the further economic growth of the fellow nations. The dynamic growth of the East Germany's trade with the other CMEA member-states, which went up from 26,700 million marks in 1970 to 65,500 million marks in 1978, vividly shows the role of socialist economic integration in the steady buildup of foreign trade's rates. The current year also sees a substantial growth of trade between the fellow countries. Thus, Soviet-East German trade will stand this year at 8,000 million roubles, and Soviet-Hungarian trade over 5,000 million roubles. Bulgarian-Polish trade will see a 14 per cent increase as compared with 1978.

The scope and dynamic growth of mutual trade and the increasing role played by the supplies of products manufactured through specialization and co-operation indicate that the appropriate bodies of the CMEA countries, guided by their communist and workers' parties, are successfully carrying out the coordination of the socialized forms of production on an international scale. The objective need for this process was predicted by Marx in his day.

The share of manufactured goods is rising in the mutual supplies of the CMEA countries along with the increase of the growth rates of their trade. This testifies to the trend for improving the pattern of their foreign trade. At the same time more and more care is being taken to meet the growing requirements of the working people in consumer goods on the basis of the division of labour. The Soviet Union, for instance, is extending the supplies of household appliances to the fraternal countries, at the same time buying from them large amounts of products, of light industry, including fabrics, sewn garments, knitwear, footwear and leatherwear. In 1978 the Soviet imports of such goods from the other CMEA countries went up by more than 50 per cent as compared with 1971.

Integration measures carried out by the CMEA countries according to plan in the sphere of production and foreign trade are making for the ever closer intertwining of their economies. Of course, certain difficulties can and do crop up sometimes in relations between socialist countries. The Soviet Communist Party approaches them in the spirit of consistent internationalism and tries to settle all problems on the basis of mutual respect for national interests and with due account of the common interests of the socialist community.

Growing Demands

The more developed the specialization and cooperation of production income and the broader contacts are maintained between different sectors of the economy, the greater the extent to which the performance of industry in one country or another depends on the timely supplies of quality products from other fraternal countries and the promptlier the problems cropping up should be resolved.

The Soviet Communist Party's Central Committee and the Soviet Government demand that industrial, foreign trade and other economic organisations should take particular care to strictly observe the agreed upon timeframes both for imports and exports. The leadership of the fraternal CMEA countries make similar demands on their industries and foreign trade.

Now that economic integration is expanding and growing, it is also becoming increasingly important to raise the technical standards and quality of products.

The further development of the productive forces of the socialist community is characterized by the increasingly extensive utilisation of integration contacts, the growing tendency for the economies to complement one another, and their more and more favourable impact on the restructuring of international economic relations.

(EKONOMICHESKAYA GAZETA No. 26. Abridged.)

CSO: 1812

INTERNATIONAL ECONOMIC RELATIONS

BRIEFS

U.S. TECHNOLOGY FOR SOVIET PLANT--With technical support from the U.S. firm Corning Glass Works, the Ukrainian production association "Iskra" in Lvov is building a plant which will produce 1.2 million glass bulbs for light bulbs daily. This is the U.S. firm's first agreement with a Soviet concern. After the plant is completed, "Iskra" will produce a yearly total of 320 million light bulbs, thereby becoming one of Europe's largest producers of the product. [Text] [Bonn DIE WIRTSCHAFT DES OSTENS in German 23 Jun 79 p 7]

JAPANESE PURCHASES OF USSR IRON ORE--Within the framework of a four-year agreement signed in 1977, the Nippon Steel Corp and other Japanese firms have purchased 160,000 tons of iron ore from the Soviet Union this year. Last year 800,000 tons were obtained at a price which was 8 percent lower. [Text] [Bonn DIE WIRTSCHAFT DES OSTENS in German 29 Jun 79 p 9]

FRANCO-SOVIET PROJECT DEVELOPS NEW DRILLS--In 1977 the Soviet Institute for Mining Machine Building and the French Secoma firm began joint development of a hydraulic hammer drill and an electric hammer drill. After testing of the prototypes is completed, the two concerns are to begin joint production and delivery to third markets. [Text] [Bonn DIE WIRTSCHAFT DES OSTENS in German 29 Jun 79 p 9]

SOVIET PURCHASES BRITISH TRANSFORMER STATIONS--Moscow's V/O "Mashinoimport" has purchased 20 transformer stations for Soviet petroleum processing plants from the British firm Howmar International Ltd. Delivery is to be this year. [Text] [Bonn DIE WIRTSCHAFT DES OSTENS in German 29 Jun 79 p 8]

GRAB DREDGERS EXPORTED FROM JAPAN--Tokyo August 3 KYODO--Kobe Steel, Ltd., and Fukushima Zosen have jointly received an order from V/O Sudo-Import of the Soviet Union to build two 3,000-ton grab dredgers worth yen 4 billion. A Kobe steel spokesman said the two vessels will be multiple-purpose with each ship equipped with a crane and a rock breaker. They are the first grab dredgers to be exported to the Soviet Union. The vessels will be delivered to the Soviet side in June and September next year. The spokesman said Kobe Steel exported three pile-driving barges and four crane barges to the Soviet Union between 1977 and 1978. Kobe steel plans to increase export of grab dredgers to the Soviet Union in the future, he said. [Tokyo KYODO in English 3 Aug 79]

COMMUNICATIONS

DELAYS IN CONSTRUCTION OF UKRAINIAN RADIO-TV TOWERS

Kiev PRAVDA UKRAINY in Russian 7 Jul 79 p 2

[Article by V. Savanchuk, deputy minister of communication, UkSSR: "Who Are the Towers For?"]

[Text] Development of a television network in the republic is going on at an increasing rate; it is also suffering, particularly of late, serious changes in quality. The Ukraine has 41 powerful operating TV stations and many low-output ones and retransmitters. These guarantee transmission over the airwaves of the first channel of Central Television to a territory containing 91 percent of the republic's population, and a second channel for 67 percent of the population. Over 70 percent of the viewers have an opportunity to view color transmissions.

In the current five-year plan it is planned to expand the territory of stable TV broadcasting of the first and second channels, and in some areas—to organize reception of a third channel. Considerable expansion has been noted in the quality of operation of new transmitting equipment. In regions where the deep blue screens were lit up 15-20 years back, equipment is obsolete, and is now physically aged. Separate towers with a range of coverage several times greater than the first structures of the type are being built to replace retransmitters which were just set up somewhere on tall buildings.

The Communist Party and the Soviet government in various years adopted some resolutions which became a program of development and improvement of TV operation and technology. With new force, the meaning of this most visible means of political and cultural impact on broad masses of the populace was emphasized in a resolution of the CPSU Central Committee "On further improvement of ideological, political and educational work".

Communications experts are striving to more rapidly achieve total coverage by TV of the entire republic. Nine powerful TV stations are now being built or rebuilt. Contractors are the experienced, technically proficient organizations of the UkSSR Ministry of Heavy Industry, Ministry of Industrial Construction and Ministry of Agricultural Construction.

Everything is going by the plan in construction of radio and TV stations in Khmel'nitski and Bershadi in the Vinnitskaya Oblast. But at other facilities notably the erection of retransmitters in Kerchi, Kramatorsk, Rovno in the Voroshilovgradskaya Oblast, radio and TV transmitting station in Kharkov, radio relay

lines from Donetsk to Kramatorsk and from Odessa to Izmail with reconstruction of the Kamno station, execution of operations is seriously lagging behind schedule. It is worth noting that at facilities being built smoothly, the general contractors are comparatively small subdivisions under the jurisdiction of the Ministry of Housing and Communal Management and Interkholkhozstroy.

The matter of the radio relay line from Odessa to Izmail is particularly unfavorable: its start up is marked for 1979. Meanwhile, the five-month plan is 40 percent fulfilled by Minpromstroy and 47 percent fulfilled by Minsel'stroy. Work on the line is in its sixth year, with systematic disruption of assignments and shifting of construction completion dates.

Installation of a powerful two-channel TV retransmitter in Kramatorsk, with lead-in of a radio relay line from Donetsk instead of existing media, foresaw the creation of a system which could support stable, high-quality transmission of TV programs to the working classes of Slavyansk, Druzhkovka, Krasnyy Liman and adjoining populated areas. At the same time it was planned to use the powerful beam of telephone channels to achieve better intercity telephone communication in these industrially developed regions. The general contractor for construction is the Ministry of Heavy Industry: it has handled only 47 percent of the five-month plan at this facility. The tower for the future retransmitter lies on the ground. We must note that very scarce TV equipment costing over 2,000,000 rubles is stuck in Odessa and Donetsk warehouses.

The Ministry of Industrial Construction, of course, knows about the decision to improve TV in the city of Kerchi. But the tower there is still occupying a horizontal position and only 24 percent of the planned work has been completed since the start of the year.

Bad news is also coming in from other important construction sites—from Kharkov. Reconstruction of operating transmitting radio and TV stations, which would give the city three channels, includes almost 5,000,000 rubles worth of work. This work includes, in particular, erection of a TV tower similar to Kiev's. But things have barely moved from the spot.

Attention from management of oblasts on whose territory TV retransmitters are being built would certainly have a positive effect on this problem. In memory of all who are engaged in development of TV, local organizations and workers are maintaining urgent intercession concerning the need to start construction. Meanwhile, volumes of correspondence between the Ministry of Communication and contractors have been accumulated. Quite a number of alarm signals have come to party and Soviet organs.

It would appear that a direct response to the resolution of the CPSU Central Committee on improvement of ideological work would be a thorough change in the situation at important construction sites, a clearly regular rhythm to overcome the lag.

CONSUMER GOODS AND DOMESTIC TRADE

CONSUMER COOPERATIVES WORK TO IMPROVE RURAL LIFE IN GEORGIA

Tbilisi ZARYA VOStOKA in Russian 27 Jun 79 p 3

[Article: "Tsakavshiri: Better Tomorrow Than Today: From the 18th Congress of Consumers' Cooperatives in Georgia"]

[Excerpts] The 18th Congress of the Plenipotentiary Consumers' Cooperative of Georgia was in session for two days in Tbilisi. It took place in a businesslike atmosphere. While noting what had been achieved, the delegates also spoke frankly and on questions of principle about the shortcomings and outlined ways to eliminate them.

The problems that are to be solved by the workers in the consumers' cooperative are complex and critical. The CPSU Central Committee July (1978) Plenum, after determining an efficient course of further upsurge of agriculture in the country, entrusted it with a new function: to contribute in every possible way to developing a production cooperative in the rural areas through establishing advanced forms of service--interkolkhoz associations and large-scale agroindustrial complexes. It is a question of organizing trade in the rural areas so that there may be the fullest satisfaction of the demands of the rural population for the most necessary goods, and at the same time, so that there will be a powerful incentive for the rapid growth of output of agricultural products.

During the past five-year period, 23 new department stores, over 460 stores and 30 trade centers appeared in the republic's rayons. There is no need to search for customers for them. The increased well-being of our rural workers guarantees continuous trade. The figures confirm this: last year, as compared with 1973, the rural population was sold: almost 118 percent more radios, 108.4 percent more television sets, 177 percent more tape recorders, 154.4 percent more bicycles and mopeds and 113 percent more motorcycles. It is gratifying that, along with the material well-being, the spiritual demands of the rural workers are also increasing. Last year, almost 5 rubles worth of literature was sold for each rural inhabitant. This is one of the best indicators in the country.

The growth rates of commodity turnover for the Tsakavshiri system are now the highest in the country. In the last three years in the republic they

increased by almost 16 percent, and in the country--by scarcely more than 12 percent. The level of retail commodity turnover per rural inhabitant, however, lags greatly behind the all-union indicator.

From this comes the conclusion: trade organization in the rural areas needs to be improved and there must be a detailed study of the buyer's demand. A particularly unsuccessful situation has formed in the Yugo-Osetinskiy Consumers' Union and the Ordzhonikidze, Tsalka, Abasha, Dmanisi, Vani, Lentekhi, Kareli, Tsageri and Tsalendzhikha cooperative organizations. As a result of this, the rural workers often make expensive trips outside the republic--savings from work and precious work time are spent for the wrong purpose.

Not only the organizations of the consumers' cooperative, but also the ministries and departments bear the responsibility for this situation. The enterprises of the ministries of the Light, Food and Local Industry were seriously criticized at the congress. They are greatly indebted to the rural workers.

In the rural stores there is a scarcity of aluminum and zinc-plated ware, cooking utensils made of stainless steel, and axes.

The enterprises of the Ministry of the Food Industry offer goods without taking consumer demand into consideration, and the items stay around in the trade network and become worthless.

All this is true. The delegates at the congress, however, were right in reminding the Tsekavshiri management of one true fact: the state has endowed the buyer with broad rights to exert pressure on careless suppliers. If these rights are used efficiently, disruptions in the supply of goods can be averted in time. Right now in the country comprehensive improvement of the system of cooperative trade is being introduced at rapid rates--one of the most efficient means of a sharp improvement in its organization, with minimal capital expenditures.

Serious concern was expressed at the congress in connection with the fact that the Tsekavshiri management is not completely fulfilling the resolutions of the Fifth Plenum of the Georgian CP Central Committee, the republic's Council of Ministers and the Central Union of Consumers' Societies on developing a material-technical base. The deadlines for the construction of general commodity warehouses, department stores, vegetable storages and other facilities are not being kept.

Some trade facilities are located in premises that have not been adapted, leased from private parties.

The material-technical base for wholesale trade is in a particular state of neglect. The fundamental prerequisites for storing goods have not been created here, and their centralized delivery to the stores has not been

set up. In the last three years, just the losses from spoilage of the goods above the established norm were over 2 million rubles. All this ultimately restricts the potentials for increasing commodity turnover and has an adverse effect on the standards for service to the rural workers.

Despite the rapid rates of development, there are many unutilized potentials concealed in the cooperative industry. There is low output-capital ratio and load of the production capacities here. The quality of the products is improving slowly and standards and technical specifications are being violated. Because of this, an urgent need has arisen to accelerate the introduction of comprehensive systems for quality control in trade, industry and construction. This is one of the pressing tasks of our cooperative workers.

The people decide the success of any cause. Tsekavshiri is getting rid of dishonest workers. They are being replaced with skilled specialists who support the cause. Even in the personnel policy at Tsekavshiri, however, there are still shortcomings. There are few young people and women working here, particularly at materially responsible and managerial positions. The young people are not being secured in the system. One reason for this is a lack of attention paid to it.

Young specialists are not well provided with housing. Tsekavshiri has a very sparse number of clubs, libraries and kindergartens, and mass cultural and physical cultural work has been neglected here. There must be a further improvement in the wage system, material and moral incentive for the workers and it must rid itself of formalism in organizing socialist competition.

12151

CSO: 1823

CONSUMER GOODS AND DOMESTIC TRADE

LATVIAN RURAL CONSUMER SERVICES NEED IMPROVEMENT

Riga SOVETSKAYA LATVIYA in Russian 30 Jun 79 p 3

[Article: "Improve Rural Services"]

[Excerpts] The 10th Congress of the Plenipotentiary Consumers' Cooperative of the Latvian SSR, which was held in Riga on 28 and 29 June, has completed its work.

In the period under review the population of the republic's rural regions was sold over 5 billion rubles worth of commodities. This is one-fourth more than in the preceding five years. This progress in developing trade was achieved due to the thorough social reform in the rural areas and the high rates of development of socialist production.

It was noted at the congress that it was the increase in well-being and rise in the cultural level of the rural inhabitants that led to the considerable broadening of the demands of the population and, in accordance with them--to a change in the structure of the commodity turnover for cooperative trade. During these years there was a substantial increase in the sale to the population of high-quality clothing and fabrics, fashionable footwear, porcelain and pottery dishes and particularly, goods for cultural and everyday purposes. The public catering system developed at rapid rates. The sale of semimanufactures and culinary items alone increased 1.5-fold.

Success in achieving this was in many ways due to the intensive expansion of the material-technical base for the republic's consumer cooperative. Some 163 stores were turned over for operation, and a substantial number of those already in operation were modernized. Advanced new methods of trade were introduced in them, and particular attention was paid to this. Self-service has now been put into effect in almost 2500 stores in the consumer cooperative, which constitutes 80 percent. This not only improved the service for the customers, but also made it possible to raise labor productivity in trade.

The problem of improving trade service for the population has many aspects to it. Additional services for the buyer such as taking orders and delivering goods at the homes, as well as choosing the most convenient operating

hours for the stores, bright, easily-understandable advertisements and observance of state pricing discipline, improving the work of the wholesale organizations and studying the state of the commodity stocks in the stores--the speakers at the congress spoke about all of this with proprietary interest, submitting proposals directed toward improving cooperative trade.

In the time that has passed since the CPSU Central Committee and the USSR Council of Ministers adopted the decree "On Measures for Further Development of Trade," a definite amount of work has been done not only to improve and expand the trade network of the consumers' cooperative, but also to raise the quality of the goods that go to the sales counters. A serious analysis was made at the congress of the problem of a further rise in the quality of the goods going to the trade network in the rural areas. The speakers noted that the demand for a number of goods is still by no means satisfied. Strict fulfillment of the orders of the trading organizations has not yet become the rule for some enterprises. Serious claims were made against the ministries of the Food, Light, Local and Wood Processing industries in the republic. The Ministry of the Building Materials Industry, which does not ensure supplies of building materials for the needs of the rural inhabitants, was criticized.

Problems of procuring, storing and processing agricultural products were thoroughly discussed at the congress. In three years of the 10th Five-Year Plan the plans for procurements for all basic types of goods were fulfilled. At the same time, it was pointed out that the level of procurement work for the consumers' cooperative does not yet fully meet the goals and requirements resulting from the resolutions of the 25th CPSU Congress and the CPSU Central Committee July (1978) Plenum, which set as the main task achieving all-round, dynamic development and a considerable increase in efficiency in all sectors of agriculture, a reliable supply of food and agricultural raw materials for the country, in order to ensure a further rise in the people's standard of living.

In order to satisfy more fully the demands of the national economy, the procurement volumes of agricultural products should be considerably increased. This pertains particularly to the types of products and raw materials in the procurement of which lagging behind was permitted.

12151

CSO: 1823

CONSUMER GOODS AND DOMESTIC TRADE

BRIEFS

STORE ON WHEELS--Kalmykskaya ASSR--The Caspian Machine Building Plant has put out an innovation. It is a comfortable motor vehicle that will supply goods for the rural workers working in the fields and on remote livestock breeding farms. The plant's designers paid serious attention to the opinion of the driver--the salesman for the mobile store from Bryanskaya Oblast, I. Mayorov. Particular attention was paid to increasing the reliability and comfort of the new mobile stores. [Text] [Moscow IZVESTIYA in Russian 14 Jul 79 p 3] 12151

CSO: 1823

MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

ADMINISTRATIVE TRAINING METHODS OUTLINED

Moscow EKONOMICHESKAYA GAZETA in Russian No 27, Jul 79 p 10

[Article by Academician N. V. Mel'nikov, rector of the USSR Academy of the National Economy: "Planned Management and Administrative Personnel"]

[Text] The training of administrative personnel has been an important part of party and state work since the first years of socialist construction. During various periods, it has been of a unified nature and has been constructed as a scientific system governed by principles worked out by V. I. Lenin.

As a result of a broad and goal-oriented personnel policy, the number of economic managerial personnel and qualified production organizers quintupled during the years of the first five-year plans. In 1939 they already numbered more than 1.4 million. Serving in responsible positions in various branches of the national economy, they made an important contribution to the development of the socialist economy in the pre-war period and its efficient functioning under the difficult and complex conditions of the war years.

During all the years of the five-year plans, the number of specialists with a higher and secondary specialized education employed in the national economy has increased from 521,000 in 1928 to 26.4 million at the beginning of 1979.

Under the conditions of developed socialism, now that the scales of the national economy have grown immeasurably and its internal ties have become more complex, party attention has been focused on questions of training and advanced training.

"The party takes rising requirements into account," L. I. Brezhnev said at the 25th CPSU Congress, "in its approach to the organization of personnel training and retraining and is doing everything necessary to help these personnel raise their technical level, broaden their knowledge and master the latest achievements in science and technology and the organization of production and management."

System of Training

A harmonious statewide system for the training and advanced training of economic managerial personnel and specialists has taken shape in our nation and is being developed. It includes a broad network of higher academic institutions, departments and courses within the system of higher education, sectorial and intersectorial systems for the advanced training of economic managers, specialists and administrators of national economic agencies, and a system of mass economic education.

No other country in the world has a system that can compare either in terms of the scope, quality and variety of effective personnel training methods or in terms of the scales of work involved in the advanced training of specialists and administrative personnel.

In all, 50 sectorial union institutes and 6 intersectorial republic institutes for managerial personnel and specialists in industry, construction, transportation, communications and trade, 82 branches of these institutes, 11 schools for organizers of industrial production and construction work, 102 specialized schools in VUZ's, and 800 regularly offered courses taught at industrial enterprises, VUZ's, scientific research institutes and other establishments are engaged just in the advanced training of administrative personnel. Around 1.4 million individuals are trained by them each year. In all, almost 5.5 million administrative personnel and specialists took advanced training courses during the years of the Ninth Five-Year Plan.

Courses offered at VUZ's play an important part in the advanced training of administrative personnel in specialized areas of knowledge. For example, the Moscow Higher Technical Institute, the Moscow Aviation Institute, the universities of Latvia and Novosibirsk, the Moscow Institute of Management, the Leningrad Engineering and Economics Institute and the Kiev and Leningrad polytechnical institutes offer courses (full-time) to administrative personnel in aggregate planning and administrative methods in industry and construction. The graduates of these courses include the chiefs and deputy chiefs of administrations and divisions of union and republic ministries and departments, directors and deputy directors of enterprises, chief engineers and other administrative personnel.

In addition to sectorial establishments, regional advanced training institutes have also been opened. Institutes of this kind, as well as branches of these institutes and advanced training courses at enterprises, scientific research institutes, planning and design organizations and higher academic institutions are being organized by the union republic councils of ministers. Since 1969, intersectorial advanced training institutes have been opened in the Belorussian, Latvian, Lithuanian, Moldavian, Uzbek and Ukrainian SSR's.

A sizeable contribution has been made in the training of administrative personnel by the production organization schools of the Moscow Institute of Management, the Leningrad and Khar'kov engineering and economics institutes,

the Ural, Donetsk, Kazakh and Tashkent polytechnical institutes, the Gor'kiy Construction Engineering Institute, the Belorussian Institute of the National Economy and the Azerbaydzhan Institute of Petroleum and Chemicals, as well as the industrial production planning school of the Moscow Institute of the National Economy imeni Plekhanov. These schools accept, upon the recommendation of ministries and departments, administrative personnel who are under 40 years of age, have a higher education, have worked at least 5 years after graduation and have displayed a talent for managerial work. Those who complete this course of training are issued the proper certificate and categorized as "organizers of industrial production (or construction)." In 1976/1977 alone, around 2,000 people completed the training course at 11 schools.

Institutes of USSR Gosplan, the USSR Central Statistical Administration, USSR Gosstat and USSR Gosstandart are doing much in the field of advanced training for administrative personnel.

Institutes of national economic management were opened in Moscow and in several republics in 1970 for the training and advanced training of top-level national economic administrators. Their curricula envisage the in-depth study of Marxist-Leninist theory, contemporary economic issues, the organization and improvement of management and planning, computer-aided problem solving in management and planning, and the legal and sociopsychological aspects of management. Since the time it was founded, the Moscow Institute of National Economic Management has offered training and advanced training courses to around 2,000 top-level administrators: ministers and chairmen of USSR and union republic state committees, their deputies, the heads of ministerial and departmental main administrations, the administrators of top-level functional agencies of the USSR and union republic councils of ministers, administrators of industrial associations and the nation's largest enterprises and other administrative personnel.

The opening of the USSR Academy of the National Economy in 1978 was an important event in the history of the system of training for top-level administrative personnel in our nation. The founding of this academy reflected the enhanced role and significance of planned management in the current stage of socialist economics and served as new and clear proof of the constant attention devoted by our party and government to the need to improve management and raise its scientific level.

On the Basis of Contemporary Knowledge

Education in economics and engineering, just as advanced training for administrative personnel, planning workers and economists, cannot be examined in isolation from the development of science in general and economic science in particular. The growth and development of Soviet economic science are being accompanied by the qualitative growth of administrative personnel.

The last two decades have seen the birth of several new areas of economic theory and several new problems. For example, the methodology of scientific

forecasting and long-range planning and the compilation of comprehensive special-purpose programs has acquired great significance. Methods of economic and mathematical programming and modeling are undergoing dramatic development.

Considerable progress has been made in the science of management in recent years. Many areas of administrative theory, connected with its economic, organizational, legal and psychological aspects, are being developed successfully. The creation of sectorial organizational management structures has been scientifically substantiated.

The extensive development of the network of statewide and sectorial automatic control systems has necessitated new methods of organizing the provision of production managers with information. This system, which is so complex and so important for all-round success, is itself becoming the object of scientific research and reorganization. The impact of this reorganization promises to be substantial.

The development of economic science and the practical use of its achievements have mainly been accomplished through the training and retraining of economic managers, engineers and economists, who rapidly put new scientific discoveries to practical use.

The expanding scales and growing complexity of the contemporary socialist economy at this time of communist construction and scientific and technical revolutionary processes are considerably augmenting the role of managers in all spheres of production and social activity, are increasing the demand for highly qualified administrators and are broadening their knowledge and skills in more than just the technical and technological fields. The manager must have profound theoretical knowledge, organizational talents and practical skills.

Under present conditions, the tremendous variety of administrative decisions and the growing complexity of national economic relationships are considerably increasing the significance of each individual decision. A manager can only analyze the many factors affecting each decision and its consequences and choose the best solution for problems that arise, if he has the necessary knowledge of contemporary economics and the theory and progressive practice of management. The mastery of the science of management is becoming a primary objective for the administrator, a party requirement and a dictate of the times.

Our nation is now being faced by great and complex tasks and the grand prospects of communist construction. An important role in the accomplishment of these tasks and in the implementation of party economic strategy will be played by the system of training and advanced training for administrative personnel.

TRANSPORTATION

ECONOMIZING AND THRIFT IN MANAGING NATIONAL PROPERTY

Moscow MORSKOY FLOT in Russian No 4, 1979 signed to press 1 Mar 79 pp 16-17

[Article by I. Levin, chief of Planning and Finance and Currency Administration, Ministry of the Maritime Fleet: "Protecting National Property"]

[Text] The development of the Soviet society along the path toward communism requires not only a protective attitude toward national property but also its expansion. While thoroughly fulfilling the growing demands of the society and each of its members, productive forces must be developed more rapidly, the physical capacity must be enhanced, the national wealth must be increased, and the well-being of the Soviet people must be improved.

A policy of economizing and thrift serves as an important economic method of management. The basis for this method is the continuous and conscientious implementation of measures for achieving relative economy and savings of natural, labor, physical, and financial resources through their rational use in the interests of society.

Economic management primarily means the rational and efficient application of the physical resources used in production. In our industry these resources include cargo and passenger vessels, the ice breaker and auxiliary fleet, port and plant buildings and facilities, industrial and business equipment, and transport and transshipment gear.

Physical resources also include fuel oil, raw materials, finished materials, tools, electric power, spare parts, small equipment, finished output, and other assets. At the start of 1978, the value of such assets within ministry enterprises amounted to more than 250 million rubles. This figure only accounts for stocks of working capital. The expenditure of physical resources for

production exceeds the sum total of their stock.

The expenditure of physical assets (excluding depreciation allowances) for basic operations enterprises, industry, and contractual operations is approaching 600 million rubles per year. In other words, over a 24-hour period sectorial enterprises expend more than 1.6 million rubles for cargo shipments, loading and unloading operations, and the production of industrial goods and contractual operations. A one percent savings in these expenditures would amount to 6 million rubles a year!

The full and more productive use of the production working day merits particular attention. It is known that inter-shift losses of work time alone amount to 10 to 20 percent at many enterprises. Indeed, each percent of lost working time lowers the volume of industrial production in the ministry by hundreds of thousands of rubles of goods each year.

Finances that are handled in a branch and centralized system of monetary relationships play an important role in economic life under developed socialism. Financial resources are concentrated in specific monetary funds. Finances contribute to the creation of funds for the replacement of consumed producer goods and of accumulation and consumption funds. Each of these funds has its formation sources, purpose, and special state-established regulations for their use. The strict observance of financial discipline in the formation and expenditure of monetary funds and the successful fulfillment of financial plans for their accumulation and application are indicators of a high level of economic management.

An authentic socialist economic system and its corresponding economic management has no patience with excessive costs and losses because of inefficiencies. Unfortunately, there are still many steamship companies within the ministry in which production costs are high and excessive expenditures of physical resources and labor are tolerated.

The unproductive expenditures and losses by enterprises for basic operations and industrial production annually amount to more than 30 million rubles within the industry. The highest amounts of unproductive expenditures and losses have been permitted by the Black Sea, Far Eastern, Sakhalin, and other steamship companies.

The 1977-1978 profit plan for basic operations (within the transport and ice breaker fleet, the ports, and other components) was underfulfilled not only for objective but also for subjective reasons. The Black Sea, Far Eastern, Novorossiysk, and

several other steamship companies failed to adopt the necessary measures for the cost effective expenditures of assets, which resulted in a substantial rise in the production costs of shipments. The permitted overexpenditure of operating costs was the primary reason for the underfulfillment of the profit plan for shipments.

Serious shortcomings occurred in the organization of the labor of the workers, and control over the use of salary funds was weakened. A proper relationship between the growth rate for labor production and that for average wages was not maintained in many enterprises.

The successful completion of the historic task of creating a material and technical base for communism requires the rigid observance of a policy of economizing, which, in its economic context, is aligned closely with the public character of producer goods property and socialist production relationships.

A thrifty and thoughtful attitude by the public toward socialist property and the national welfare; the cost effective and prudent expenditure of material and financial capital, aimed at satisfying the ever growing industrial and cultural and personal consumer demands; the rational and ever more productive use of public working time; the maintenance and expansion of the public wealth -- these are the worthwhile objectives of economizing.

In his report to the 25th Party Congress, General Secretary of the CPSU Central Committee L. I. Brezhnev stated: "It doesn't matter how much the wealth of our society has grown, the most rigid economizing and thrift continue to be vital conditions for the development of the national economy and the enhancement of the welfare of the people.

Our highest party duty is to account for precisely and use efficiently each ruble, every working hour, and every ton of production, and to get rid of mismanagement and slipshod work. For we economize for the sake of that which we deem to be most valuable -- for the wealth and power of the motherland and the well-being and prosperity of our people."

Economizing currently is being accomplished amidst rapid technical progress, the results of which influence the economizing, enhance its importance, and make its results more perceptible and diversified. Economizing and thrift, in turn, are favorably affecting the course of technical progress.

The comprehensive implementation of a policy of economizing requires: a tireless and all-encompassing concern for the optimal

and more complete use of production capacity and space; more effective operation of vessels, equipment, tools, and devices; cost effective and rational expenditure of finished materials, raw materials, fuel, electric power, and other physical and monetary assets; rational loading and the correct and more complete and productive use of each working day; continuous refitting of enterprises; improvements in the technology of production and the acceleration of the turnover rate of working capital; improvements to and reductions in the cost of the management system; and the multiplication of the sources of increases in wealth and the reinforcement of the country's might and the raising of the level of the material and cultural life of the people.

The carrying out of a policy of economizing is connected closely with the principle of the material incentive of the steamship company workers and collectives as it is related to the results of the campaign for economizing. The involvement of steamship company personnel in the management of production and the inculcation in them of the spirit of a communist attitude toward labor and the means of production will heighten the feeling of responsibility among the workers for the status of conditions within their enterprises.

COPYRIGHT: "MORSKOY FLOT", 1979

7198

CSO: 1823

TRANSPORTATION

REGULATIONS FOR STATE CONFISCATION OF AUTOMOBILES

Moscow ZA RULEM in Russian No 6, 1979 signed to press 24 Apr 79 p 11

[Article by V. Bokhan, candidate of juridical sciences: "A Vehicle Is Confiscated"]

[Text] I've heard that the motor vehicle of an individual owner may be even confiscated for systematically hauling passengers or cargo for profit. Is this so? For what other reasons may the auto he has be seized?

P. Stoleshnikov, Minsk

Let us first consider instances when a motor vehicle may be forcefully removed without compensation and with complete or partial reimbursement of its cost. This may occur, for example, if it is found that it was acquired through illegal means. As is generally known, new and second-hand vehicles are sold only through specialized stores in accordance with the priority procedure established by competent agencies and with vehicle trade regulations. New vehicles purchased in violation of such procedure cannot be registered in GAI [State Motor Vehicle Inspectorate] agencies and the sale-purchase contract concluded is considered invalid. A motor vehicle acquired by illegal means is confiscated from the buyer and is transferred to a store. The latter returns to the buyer the sum of money gained from the sale.

Some examples. A. Karnachev bought a Volga at the Tul'skaya oblast raypotrebosyuz [Rayon Union of Consumers' Societies] from those which were provided for the participants in the oblast conference of front-rank collective farmers, which he in fact was not. When this came out, the court nullified the sale-purchase agreement, the automobile was confiscated and returned to the store, and they returned to the buyer the money received from him. In another case, I. Romanenko sold N. Schevchenko a Pobeda brand automobile. This sale-purchase was accomplished with a fictitious certificate and bill, by-passing the store. As a result of action by the public procurator, the agreement was nullified and each side returned to the other that which was acquired--the automobile and the money for it.

By our law, an owner's property is confiscated without compensation if it is used systematically for extracting unearned income. Such property can be a motor vehicle.

No one should use his auto for purposes alien to socialist society. This means that a personal vehicle may satisfy the needs of its owner and his relatives and acquaintances, but it may not serve as a source of unearned income and means of profit and a parasitic form of life. If someone systematically and for pay transports passengers or cargo that is a prohibited business, then his motor vehicle is subject to uncompensated confiscation for state income. One case. S. Nikiforov, in a Zhiguli belonging to him, had been engaged for a number of years in systematically transporting passengers from the railroad station in Minsk. In addition to that, from Moldavia and the Ukraine he transported early fruits and vegetables which were sold in the market places at Minsk. It was established that during this time his unearned income was about 1,300 rubles. In connection with this his automobile was confiscated.

A suit on the confiscation of a vehicle from its owner is brought by the ispolkom of the local Council of People's Deputies in a court which considers these matters according to the general rules of civil legal procedure. At the court sitting such circumstances are checked as the purposes for extracting unearned income, its extent, the systematic nature, etc. According to the results of the court examination a judgement is pronounced on confiscating the vehicle or on the rejection of the action's suitability. The court's decision may be appealed by an interested party to a higher court within ten days after its pronouncement.

A motor vehicle may be confiscated for compensation of material damage. Let's say that its owner committed embezzlement or did not repay on time money borrowed which caused material damage to an organization or individual person. According to the executive document, he is obliged to compensate for the damage caused. If this is not done voluntarily, then the bailiff seizes the debtor's property, a prohibition on disposition is announced to him. In principle, the bailiff himself appraises the distrained property. As a rule, however, when the question is about a motor vehicle, a representative of the commission shop through which the vehicle is contemplated to be sold is invited for determining its selling price. The owner also participates in the appraisal. Until the expiration of the period for voluntary cancellation of the damages the bailiff has the right to transfer under signature the distrained vehicle to the debtor himself, having prohibited its operation, or to confiscate the machine and give it to another person or organization for storage. The distraint statement is signed by the bailiff as well as the parties and witnesses. One copy of the statement is given to the debtor.

All this takes place if the extent of the damage is expressed in a sum close to the cost of the vehicle or exceeds it. The penalty treats the vehicle belonging to the debtor by right of personal property or to his portion when the vehicle is common property of spouses or a collective farmstead. Otherwise, the question is resolved if the court establishes that the vehicle was acquired by resources which were obtained by criminal means. Then the penalty may be addressed to all its cost, even if it is the common property of spouses or a collective farmstead.

The legislation of several union republics (e.g., the Belorussian and Lithuanian SSRs) provides for the confiscation of an owner's automobile after several offenses. By way of illustration: if, having been deprived of his drivers license, he continues to drive the vehicle; is found in a drunken state behind the wheel a second time in the past five years; or transfers his vehicle to a person who does not have a license to drive a means of transport.

Materials on confiscation are formulated by the Gosavtoinspektsiya according to place of vehicle registration, based on the decision of the people's court (or other competent agency) which is final and not subject to appeal. Subsequently, the vehicle is sold through a commission shop and the money gained is returned to the owner, less expenses for the sale.

Confiscation of a motor vehicle, as with property in general, is one of the kinds of supplementary punishment for a criminal offense. It is the compulsory, uncompensated removal to state property of all or part of the belongings which are the personal property of the convicted.

Not only is a motor vehicle that was acquired by the convicted before a perpetration of an offense subject to confiscation, but also one bought up to the moment of sentence pronouncement or even afterwards, if it is done with resources subject to confiscation by the sentence of the court. The removal of a vehicle may not be substituted by payment of a sum equal to its value. After the sentence becomes legally valid, the bailiff removes the confiscated vehicle and transfers it under the direction of the rayonfinotdel [Rayon financial department].

Confiscation as a criminal punishment should be distinguished from the code--established by criminal and judicial law--on confiscating the convicted's vehicle which became an instrument of an offense--the deliberate infringement on a person or embezzlement. A vehicle is considered an instrument of an offense only if its use had a direct bearing on the actions comprising the offense. For example, a collision with a pedestrian was perpetrated for the purpose of murder or a fence (railing, door, and the like) which protected something stolen was demolished by a vehicle, etc.

COPYRIGHT: "Za rulem", 1979

TRANSPORTATION

COOPERATIVE TRANSPORT OPERATIONS IN DEVELOPING COUNTRIES OF AFRICA

Moscow VODNYY TRANSPORT in Russian 10 Aug 78 p 3

[Article by A. Bondareva: "On the Basis of Cooperation"; a seminar of representatives of maritime ports of the developing countries of Africa at Odessa]

[Text] Equal and mutually advantageous Soviet-African cooperation plays a significant role in development of the economy and culture of the African countries liberating themselves from colonialism.

An important role in the cooperation of the Soviet Union with the African countries is given to the maritime transport of our country. Soviet vessels deliver various national economic goods to 27 ports of 19 countries of the African continent. Our partners in maritime cooperation are manifesting ever greater interest with each year in the experience of the development and improvement of the operation of the Soviet fleet. This is also indicated by the fact that the seminar "Port Management and Economics" for representatives of the developing countries of Africa, organized at the initiative of the United Nations Conference on Trade and Development (UNCTAD) and the United Nations Economic Committee for Africa (ECA) is being held in our country.

Representatives of the ports of Algeria, Benin, Ghana, Gabon, Gambia, Guinea, The Congo, The Malagasy Republic, Mozambique, Tanzania, Ethiopia and other countries were present at the seminar. Representatives of UNCTAD and U.N. ECA and of the Association of Port Management of Eastern Africa also participated in its work. Representatives of the Ministry of the Maritime Fleet of the USSR, the State Committee of the USSR Council of Ministers on Foreign Economic Contacts and the State Committee of the USSR Council of Ministers on Science and Technology are participating in the work of the seminar on the Soviet side.

The Soviet director A. Savel'yev opened the seminar. The chairman of the Odessa gorispolkom A. Malykhin greeted the conference participants. Those giving speeches -- the director of the seminar on the UNCTAD line Eric Williamson, the acting secretary of the U.N. Economic Committee for Africa

A. Adedeji, the chairman of the State Committee on External Economic Contacts of the USSR N. Kraynov and the chief of the Black Sea Maritime Shipping Company S. Luk'yanchenko -- characterized the state of affairs on rendering assistance to the developing countries of Africa in development of ports and improvement of their operation.

The deputy minister of the maritime fleet A. Goldobenko also gave a speech at the seminar.

Familiarization of the participants with the operating experience of Soviet ports was provided during the course of the seminar.

6521

CSO: 1823

TRANSPORTATION

INTERRUPTIONS IN RAIL COAL SHIPMENTS CRITICIZED

Moscow GUDOK in Russian 15 Jul 79 p 1

[Unattributed article: "July Increases the Demand"]

[Text] In July, the coal conveyer increased its pace and average daily loadings rose by 46,000 tons over May. However, the additional quota was not fulfilled and the shortfall was almost 600,000 tons. And the lion's share of this was attributable to the Kemorovo Railroad. Among those which met the quota and surpassed it we must mention the collectives of the Donets, Tselina, Eastern Siberian, Northern, Moscow, Southeastern and Sverdlovsk railroads.

In July, the workers of the coal-loading railroads were given the task of not only maintaining the set pace, but also to accelerate the deliveries of fuel to the storage areas of the plants and electric plants and for the public. Unfortunately, the results of the first 10 days are no source of pleasure. As a whole for the network, the lag behind the plan exceeded 600,000 tons, and in terms of the additional quota, a million tons. And the alarming thing is that the decisive coal-loading mainlines were among the laggards.

What are the reasons for such an undesirable phenomenon? As an example, let us take the Donets Railroad. Here one could feel the insufficient delivery of coal for shipping, the refusals of the miners to accept their own orders for gondolas and their unsatisfactory use on the sidings. But did the railroad workers make full use of the internal reserves? Unfortunately, the answer is no, although the conditions for this existed. In the first place, the Donets Railroad was well provided with empty cars and in the first 10 days they received more than their quota of them. Nor can the Donets workers complain of a lack of local freight. But even with a surplus of it they did not properly organize the unloading and the average daily balances of unfreed gondolas exceeded 160 units. In other words, they lacked the ability to properly dispose of the loading resources.

A difficult operating situation has now developed on the Kemerovo Railroad. The railroad has become as they say unpassable. The low level of transfer, the surplus of transiting, and the related slowdown in the shipping out of local freight have led to serious interruptions in the coal conveyer. And not only the neighbors are to be blamed for the fact that the railroad did not receive sufficient empty cars under adjustments, as in a number of instances the Kemerovo Railroad simply could not receive the rolling stock. In a word, here the traffic leaders must take immediate measures to revive the operating situation. This problem can be solved if the collectives of the neighboring railroads show understanding of the problem.

The organization of coal shipments on the Tselina and Alma-Ata railroads needs a fundamental improvement. Neither the plan nor the additional quota has been fulfilled here. In truth, Ekibastuz has not been sufficiently supplied with empty cars. However, not only the adjustment roads are to be blamed for this. Operational hitches on the Tselina Railroad itself are also felt. Due to them, the supply of gondolas with local freight has been held up. As a result of this the unloading leaves much to be desired. The same thing could be said of the Alma-Ata Railroad as with great surpluses of local cargo here they have not met the unloading quota.

The coal conveyer operates with interruptions on the Eastern Siberian and Krasnoyarsk railroads. Particularly disconcerting is the organization of the dispatch of the Khakassian coals, as the arrears of the Krasnoyarsk Railroad for delivering this coal were 54,000 tons during the first 10 days. And again the difficult operating situation on the eastern railroads impedes things.

The middle of summer is approaching. It is the time to intensify the creation of the winter fuel supplies. We must state frankly that the present pace of this important work is far from the desired. The remaining days of July should become shock days for everyone who operates the coal conveyer. Within a short time it is essential to increase the traffic level, particularly on the railroads of Siberia and the East, to pick up the pace of unloading and to efficiently use each gondola. In cooperation with the miners, the railroad workers can and should solve this problem.

10272
CSO: 1823

TRANSPORTATION

TRANSPORT OF FUEL

Moscow GUDOK in Russian 3 Jul 79 p 1

[Interview with the chief of the Donetsk Railroad V. V. Priklonskiy by I. Vertel']

[Text] The CPSU Central Committee and the USSR Council of Ministers, as is known, adopted a decree about providing the national economy and the population with fuel, electric and thermal energy during the fall-winter season of 1979/1980. An extremely important problem has been posed: fulfill the annual tasks on production and shipment of fuel and creation of reserves of it at electric power plants and industrial enterprises. The miners and railroad workers of the Donbass should make a weighty contribution to solving this problem. Our correspondent I. Vertel' requested the chief of the Donetsk Railroad V. V. Priklonskiy to tell about matters are going on the coal conveyor of this railroad. We publish his interview below.

Working in close cooperation with the siding workers, the collective of the mainline shipped 587,000 tons of coal above the plan for May and the surplus exceeded 300,000 tons in June. But unfortunately, we are emerging as debtors on the battle line of the second 6 months. This debt was formed mainly by the winter. We had a very discernible shortage of gondolas then, both empties and with local freight. Moreover, the railroad was literally inundated with malfunctioning rolling stock during all this time.

All our empty car preparation terminals are even now operating to the maximum. But the residues of unsuitable rail cars are not diminishing: the regulating railroads are sending them to the Donbass as before "in flocks."

In May and June the railroad received no fewer rejected gondolas than during the previous months. However, we still coped with the shipping plan and even exceeded it. How was this explained? Primarily by the fact that loading by regulation was improved appreciably. In this case an opportunity was created to leave and repair malfunctioning rail cars without discernible losses.

But our railroad workers themselves are not sitting on their hands, they are vigorously improving operational work and are universally increasing their own loading resources. One of the large reserves which are being used in this case is operating heavy trains. And whereas we previously did not fulfill the norm of the average train weight, we are now surpassing it by two tons. We are also overfulfilling the task on locomotive productivity by 30,000 gross ton-kilometers. As a result it has seemingly become more spacious on the railroad and possibilities for maneuvering have appeared. The total turnover of rolling stock was accelerated by 0.14 day, while the turnover of open cars was increased by 0.08 day.

Unfortunately, intrarailroad transfer and transport of local freight still leaves much to be desired. For example, we are now underloading up to 500 rail cars and half of them is through the fault of the railroad workers. Transport of local freight is delaying the abundance of "windows" for track operations. On some days up to 10-11 waysides must be closed. It is true that the situation on our main Slavyansk-Ilovaysk and Debal'tsevo-Krasno-armeysk lines has now improved. Track operations have been mainly completed there. We will also accelerate them on other sections.

What can be said about the work of our coal-loading stations? A competition of coal-loading complexes, which combined the efforts of all our subdivisions and customers, was begun at one time through the initiative of collectives of the Makeyevka Freight and Shterovka stations on the railroad. It is also continuing even now. Many collectives are working an all-out labor effort on the fuel conveyor and have thousands of tons above the plan on their account. Our static load exceeds the given load by 0.96 ton. More than 81,000 rail cars have been released by this since the beginning of the year.

What are we now undertaking to implement the decree of the CPSU Central Committee and the Council of Ministers? During the summer months, coal production in the mines usually decreases and the requests of miners for empty cars diminish. This is not foreseen this year. First, approximately 1 million tons of coal is lying in piles and second, a little more than 3 million tons of slurries -- an excellent fuel for electric power plants -- has accumulated at the mines. It must be hauled out now while good weather remains. The Ministry of the Coal Industry of the Ukrainian SSR has decided to allocate additional equipment to load the slurries and to hoist the coal from the piles. We plan to ship 500,000-600,000 tons of slurries and not less than 400,000 tons of coal from the piles monthly. This will permit the railroad collective not only to fulfill, but also to overfulfill the daily and monthly tasks. Continuous delivery of gondolas for loading must only be organized. We hope that the supply of empty cars will be as rhythmic as during these days. For our part we will do everything to increase the efficiency of utilizing transport facilities.

6521

CSO: 1823

TRANSPORTATION

EASTERN RAILROADS PREPARE FOR THE HARVEST SEASON

Moscow GUDOK in Russian 27 Jul 79 p 1

[Editorial: "Prepare the Railroads of the East for the Harvest"]

[Text] The front of harvest operations is being expanded on the country's cornfields. Its boundary is moving toward the east, where the main events of the harvest season will soon be organized. We know that the burning summer has spoiled the plantings in some regions of the southwest and has brought much sadness to the grain growers. However, even here an excellent harvest has been obtained in some places, such as, for example, on the well-known Sovkhoz Gigant.

But regardless of how the agricultural year developed in the traditional granaries of the country, everyone's eyes are now hopefully turned toward the east. The favorable July rains did their thing and the outlooks for the harvest are good here.

And what are the eastern regions to us? With development of the virgin lands, the Kazakh and Siberian lands have become a large granary of the country. The grain balance of the country depends largely on the successes in the eastern regions.

That is why such important attention is constantly and this year especially being devoted to these regions. The state is now rendering additional assistance to them. Grain-harvesting combines, reaping machines and other equipment and spare parts will be delivered urgently to Kazakhstan, the krais and oblasts of the Urals and Siberia and to some regions of the Volga area. Additional fuel is being allocated. The workers of this region are applying their efforts to prepare all the equipment within the shortest deadline. Mechanics from the cities have been sent to help them. Operations are being carried out in 2-3 shifts in some locations. The machine operators of the entire country are now being prepared in the east for the harvest season. They will soon be underway.

The forthcoming harvest season in the east clearly reminds the railroad workers of itself. It requires that they operate without delay, vigorously and inventively, with consciousness of special responsibility.

The large operation "Tekhnika-79" on transfer of combines and trucks from the southwest to the east remains to be done. This operation is only now beginning. But the flow of trains with express freight will soon begin. And the green lights of the semaphors should light the entire path for them. This is difficult to do since the route lies along intensely loaded mainlines. The outcome of the operation will largely depend on the activity and skill of the dispatchers.

The orders of enterprises for rail cars to ship various machinery and materials to the kolkhozes and sovkhoses of the east are increasing. The railroad workers are mainly satisfying them. But there are sad facts when a product ready for shipment lies idly while awaiting rolling stock. They are not coping with the task on providing fuel on the Privolzhsk and Kuybyshev railroads. And after all, untimely delivery of petroleum products may complicate the work in the fields.

Grain shipments in the east have always been difficult. The fall here with its rainy weather is an undependable ally of the railroad workers. The far-sighted worker on the threshold of the harvest season undertakes vigorous measures in preparation of the farm and personnel. He concerns himself about the reserve rail cars, grain panels and about the readiness of the elevators and warehouses.

We have not mentioned the role of the railroad workers in preparation of the warehouse capacity. It begins with removal of last year's grain. If it is not shipped within the deadline there will be no place to receive the new grain and may have to be poured into bales. But this is risky if one takes into account the rainy weather.

This is why the situation with shipment of last year's grain, with which a significant part of the capacities is still occupied, causes serious concern. The shipping plans are not being fulfilled. Thus, during the first two 10-day periods of July, the Tselinnaya Railroad had shipped 170 or more rail cars per day less than the task. The Southern Urals Railroad was lagging by almost 100 rail cars and the West Siberian Railroad was lagging by 80 cars. It should be said in fairness that the purchasing agents do not always assimilate the delivered rail cars and delay them for a long time for loading and unloading. The situation must be urgently corrected. And this should be done through the general efforts of related workers.

But shipment of grain is the first step in preparation for the harvest season. The necessary reserve of boxcars must primarily be created so that they can be dispatched without interruption to the elevators and warehouses by the beginning of the mass grain purchases. The main thing is to see that the rolling stock is suitable for shipments of the most valuable product. But the misfortune is that a large part of the rail cars are dirty and not in working order. Hundreds and thousands of boxcars designed especially for grain cannot be delivered for grain -- cement, fertilizers and animals were hauled in them and large expenditures of funds and labor are required to

wash and clean them. It is time to end such a harmful practice and to make a strict accounting with those who crudely violate discipline and disrupt orders. Unfortunately, the guilty parties frequently remain unknown due to the absence of appropriate control and lack of punishment and connivance inspire mismanagement. Here one should obviously proceed along the path of specialization of part of the rolling stock. Special stencils should be applied to rail cars intended for grain. Let everyone know that they cannot be filled with contaminating goods.

It is time to end the established practice when careless workers send malfunctioning, dirty rail cars from railroad to railroad. For example, how can one calmly observe the actions of workers of the Alma-Ata Railroad in the rail car central board who select the best rail cars for themselves and shove aside the remaining ones to the Tselinnaya Railroad. In turn they also sort out those unsuitable for themselves and send them to their neighbor -- to the Southern Urals Railroad. And this is done with an acute shortage of boxcars. The efficiency of the railcar cleaning and repair terminals should be increased the hard labor of people should be mechanized to the maximum.

Concern about rail cars is to a significant degree concern about preservation of the harvest. The grain must not simply be transported, but it must be transported with high quality, and everything that has been grown with such labor must be delivered to the customer without the least losses. It is no less important to have a sufficient reserve of grain panels.

The weather is most frequently unfavorable during the heat of eastern grain shipments. One must be prepared to receive wet grain. This increases even more the responsibility for its preservation and obligates one to be attentive during shipments. The main thing is to move the trains carrying grain at high speed.

However, the grain of the new harvest will travel along the existing railroads of the Urals, Siberia and Kazakhstan, very loaded railroads operating extremely intensively, rather than along some special lines. Let us direct our ideas and matters at present to improve the operational work and to create a normal situation which guarantees unhindered passage of trains with the harvest. The level of traffic must be increased, the surplus rail car fleet must be eliminated, the stock remaining without locomotives must be increased and these mainlines must be made maneuverable and mobile. In this case the bet should be placed more on shipping the grain by direct express trains which travel at an accelerated speed without additional work enroute.

Of course, this is a complex and difficult matter. But many collectives of the eastern mainlines are confidently overcoming the difficulties. Let us name at least the railroad workers of Yesil' Station, which Comrade L. I. Brezhnev called the gates to the virgin lands. The station workers here are coping with the grain shipment plan and the local rail car workers excellently preparing the rolling stock. It is important that the experience of the leaders become a general property.

One would hope that the railroad workers of the eastern mainlines cope with the responsible tasks entrusted to them, that they prepare excellently for the harvest season and ship the harvest rapidly and without losses.

6521

CSO: 1823

TRANSPORTATION

CLEAN RAILROAD CARS FOR VEGETABLE SHIPMENTS URGED

Baku BAKINSKIY RABOCHIY in Russian 14 Jul 79 p 2

[Article by A. Radzhabov: "Clean Railroad Cars Are Needed...."]

[Text] In the recently published raid materials of BAKINSKIY RABOCHIY entitled "For Operating the Conveyor Precisely," among the other shortcomings in the activities of the railroad workers, the unsatisfactory preparation of the cars for loading was pointed out. The urgent alert which we are printing today again draws attention of the collectives of the Azerbaijan Railroad to the necessity of immediate measures in this area.

It is the peak of the vegetable season in the national vegetable garden, the Lenkoran-Astara zone. The fate of the rich crop now depends upon the prompt and uninterrupted shipping out of the freight. Each day 350-400 boxcars are needed here.

Beginning in the middle of June, boxcars were accumulated at all the stations of the zone. Even then there was talk that the incoming cars which had been freed of cement, mineral fertilizers, flour, crating and other freight, needed careful washing out.

And now, when the mass harvesting of tomatoes has started, it is clear that these discussions have remained just discussions. The Nakhichevan Division of the Azerbaijan Railroad continues to deliver railroad cars that are unwashed and in poor condition, and this delays dispatch and holds up both the vegetable growers and the workers of the railroad stations.

A mass of examples could be given. At the railroad station of Kamyshevka, a total of 14 cars were allocated for the shipping depot of the Sovkhoz imeni N. Narimanov of Lenkoranskiy Rayon. Just half of them was fit for loading. As a result around 30 vehicles stood fully loaded for more than 24 hours waiting for the railroad cars. It is not difficult to estimate the loss.

The Sovkhoz imeni 50-Letiye Azerbaydzhanskoy SSR could use only 7 of the 10 cars. And on just one day, 5 July, the Astara Railroad Station sent 15 percent of all the received cars back for washing.

There have been frequent instances when the sovkhoses have endeavored themselves to put the cars into proper working order in order to thereby accelerate the dispatch. I myself watched workers from the seed raising sovkhos repair car No 2595629 after being loaded with mineral fertilizers at Astara Station.

Instances are encountered when the sovkhos workers dispatch freight in unwashed cars. The representative of the Izhevsk Municipal Fruit and Vegetable Trade Administration in the Udmurtskaya ASSR Vladimir Aleksayevich Dubrovin, told me of the consequences of such hurried actions from his experience in previous years.

"The vegetables received in dirty cars usually spoil quickly, they lose their taste qualities and are accepted at a reduced price...."

Repeatedly at stations I have encountered carpenters and vehicles loaded with lumber. These were the sovkhos construction brigades for accelerating the shipments, and they themselves repaired the floors of the cars. But at times they were powerless. Car No 2360969, for example, which simply lacked a floor had to be sent back.

The tomatoes, onions, eggplants and other vegetables are ripening. The need of the sovkhoses for cars is increasing and they must be clean and of proper quality. At the same time the facts show the clearly insufficient attention to this important question shown by the leaders of the Nakhichevan Railroad Division. This cannot be tolerated.

10272
CSO: 1823

TRANSPORTATION

BETTER PROCESSING OF RAILROAD CARS IN AZERBAIJAN DEMANDED

Baku BAKINSKIY RABOCHIY in Russian 10 Jul 79 p 2

[Unattributed article: "A Full Load for Railroad Cars"]

[Text] Many ministries and departments which both dispatch and receive freight in the republic up to now have not taken the necessary measures to strictly observe the rules for using railroad cars and reducing their stoppages on the sidings of departmental enterprises, organizations, construction sites and at the Baku Seaport. In loading, unloading and in carrying out switching work, the cars are damaged, and they are not completely unloaded and are not cleaned of the remains of carried freight. There are great losses from the failure to observe the established stoppage times and this tells negatively upon satisfying the demand of the republic economy for freight shipments.

Having noted these shortcomings, the Azerbaijan Council of Ministers in its decree has emphasized that the transport ministries as well as the ministries and departments engaged in the dispatch and receipt of freight have done little to disseminate the work experience approved by the CPSU Central Committee of the Leningrad and Odessa transport junctions in the area of labor cooperation among the collectives of sailors, railroad workers and motor transport workers, and the Elektrostal' Enterprise for Industrial Railroad Transport, and the industrial and railroad enterprises of Chelyabinskaya Oblast in reducing car stoppages in freight handling operations and to ensure the safekeeping of the cars.

The decree outlined a range of measures which will eliminate the designated shortcomings.

10272

CSO: 1823

TRANSPORTATION

STATUS OF RAILWAY FREIGHT HANDLING

Kiev PRAVDA UKRAINY in Russian 27 Jul 79 p 2

[Article: "Increasing Loading Resources"]

Text A method for the circular routing of heavy freight trains is being adopted over an important section of the Krivoy Rog railroad branch. The method has allowed the locomotive brigade to cover up to 500 kilometers during their working hours and has approximately doubled the productivity of the electric locomotives.

Unfortunately, the Pridneprovsk Railroad within the same branch cannot operate without blunders and omissions. Formed-up trains are experiencing long delays while waiting to be dispatched at the Krivoy Rog Classification Yard, the Krivoy Rog Main Station, and other stations. The trains are standing idle primarily because of the sluggishness of the freight car inspectors.

Suitable conditions are necessary to expand the range for the driving of trains. But classification tracks are not available at the Apostolovo Station. Losses in loading resources are being caused by the irregular provision of empty stock for hauling ore, the filthiness of the cars, and unsatisfactory operating conditions.

An entirely different situation exists at the Slavyansk Station on the Donets Railroad. The capacity for replenishing cars for heavy freight is not being neglected here. With this objective in mind, a unified schedule was devised for hauling local freight from the depot of the Slavyansk-Vetka Station, to which cars return from the sidings of the city's industrial enterprises.

The weight of dispatched through-freight trains at the Rutchenkovo, Crodovka, Krasnoarmeysk, and Rodinskaya stations has been increased by 200 tons. Coke hauling cars from Avdeyevka now depart heavier by 320 tons and coal cars from Mandrykino bound for the Ladyzhin GRES are heavier by 400 tons.

The average weight of the trains has been increased not just at individual stations but along the entire Yasinovataya branch. In only two months, personnel of the Voroshilovgrad branch have processed more than 500 heavy freight trains, in which they shipped more than 40,000 tons of goods in excess of the norm.

The Donbas railway workers are improving operations and mobilizing intraorganizational resources. PRAVDA UKRAINY has already reported on the initiative of collectives from the Makeyevka Freight and Shterovka stations on this railroad, who initiated a competition among coal-loading complexes for the rapid shipment of fuel and the efficient use of rolling stock. As a result of the competition, the static loads exceeded the assigned target by 0.96 tons, which has made it possible to free more than 81,000 freight cars for additional loads since the start of the year.

The close interaction of subcontractors is a significant factor in the successful delivery of freight. Workers of the Rubezhnoye Station have established business contacts with a joint railway management collective of the Voroshilovgradkhimstroy trust, which supports the Azot Association and other Severodonetsk enterprises. Every freight car is strictly accounted for here.

Although the Krasitel' association in Rubezhnoye has completed extensive reconstruction and expansion of basic production capacity, inter-plant transport has been treated like a stepchild. Idle freight cars awaiting loading or unloading last year exceeded the norm by 40 hours. Hundreds of cars also have been delayed beyond the legal limit during the first half of this year. Rolling stock is being misused at the Lisichansk mechanical rubber goods plant. Plant output should be packaged, but this innovation has not been adopted. Consequently, the freight cars are being converted into warehouses on wheels. This is having a negative effect on the fulfillment of vital indicators by the Popasnaya branch of the railroad. Only 10 of 24 stations are staying under the norm for idle time. The traveling mechanical train number 5 of the Poltavpromstroy combine (managed by S. Ivashchenko) has become a trap for rolling stock. Tank car No. 9543886 has been particularly unfortunate. The delays it has experienced during unloading operations have exceeded the norm 40 times over. Approximately 10 tons of left-over freight were discovered in car No. 932688.

Things are also in a bad way at the Dubny plant for reinforced concrete products. Several days are spent waiting for cars to be unloaded because there is no storage space near the tracks. Transport facilities also are used wastefully at the Stroyindustriya combine of the Ukrainian Ministry of Rural Construction

in Odessa. Fifteen freight cars hauling sand arrived there, but because of the lack of preparedness of the unloading machinery the cars were obliged to "rest" for three days.

The miners in the L'vov-Volynskiy Basin were consigned thousands of tons of fuel over plan allocations early in the year. And a collective of the loading and transport administration of the Ukrzapadugol' association wasted no time in dispatching it to power plants and ore concentration plants. The idle time of cars at mine sidings was reduced by 0.15 hours. The transport workers vied for a turn at through-freight organization of shipments. The method of forming staggered through-freight trains has been applied.

Now when the railway conveyor is moving under extreme pressure, it is critical that an atmosphere of creative business-like efficiency be developed at the junctions of contiguous subdivisions, and that there will be a striving to work harder and more effectively. The experience of the outstanding workers will be the most reliable ally in this effort.

7198
CSO: 1823

TRANSPORTATION

KUYBYSHEV AIRCRAFT PLANT IMPROVES CONSUMER GOODS OUTPUT

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 15 Jul 79 p 1

[Article by V. Gzilykov (Kuybyshev): "Not Just Airplanes...."]

[Text] High-speed comfortable TU-154 airliners are assembled at the "building slips" of the Kuybyshev Aviation Plant. The pace of the departments is subordinated to the strict laws of aircraft manufacture. The uninformed person is surprised at seeing a child's bed in the office of section chief Yu. P. Tal'skiy.

"Let me introduce our new product," says Yuriy Petrovich. "It was put into series production not long ago."

The innovation is actually good. Made with beech and covered with a light-colored varnish, it moves noiselessly about the room on roller supports. The cot can easily become a child's playpen, with the side adjustable in height. Not for nothing has it been awarded the State Emblem of Quality.

And other widely used consumer goods made by the skillful hands of the aircraft builders also are favored by high demand: sofa-beds, chairs, rucksacks and tourist tents. Ironing boards and springboards for diving are sent to foreign countries.

What is the secret of success? Plant director V. P. Zemetz answers this question:

"For our collective the production of commodities in wide demand has never been a second-priority matter. Each year we have increased the variety and raised the quality of output and reduced the production costs thereof. In recent years of the Tenth Five-Year Plan we produced 20 million rubles' worth of goods for the people. By the end of the five-year period the volume of output of these products will increase by more than 63 percent."

Many people are talking about the truly civic attitude of the aircraft builders toward their "second vocation." Designers of the special design bureau also are occupied with consumer goods. They follow the technical literature closely, attend all the big exhibitions and carefully study purchasers' demands.

A plan for further specialization of departments and sections in the output of consumer goods, where mechanized lines and flow lines will be installed, is being implemented at the plant. Much has been done by rationalizers. Engineers A. Kondol'skiy and V. Titov have designed an automatic installation for sewing Gobelin that will completely preclude manual labor on this operation.

In the last 3 years alone labor intensiveness in consumer goods production has been reduced by 80,000 norm-hours.

11409

CSO: 1823

TRANSPORTATION

DELAYS IN PASSENGER FLIGHTS FROM ZAPADNYY AIRPORT

Yerevan KOMMUNIST in Russian 13 Jul 79 p 1

[Commentary: "Within the Central Committee of the Communist Party for Armenia"]

[Text] The Bureau of the CC of the Communist Party for the Armenian SSR has examined the problem of massive delays in dispatching aircraft passengers between 5 and 9 July from the Zapadnyy Airport in Yerevan. The delays resulted in a substantial backlog of passengers at the airport and provoked their justified complaints.

As has already been noted, the situation was caused by the unsatisfactory organization of operations by the Armenian SSR Production Association of Civil Aviation for the Organization of Traffic, a lack of precision and coordination in the provision of passenger services, and the irresponsible attitude shown by the management of the association concerning the timely fueling of aircraft.

The bureau imposed a severe party penalty on the chief of the production association comrade D. A. Atbash'yan for the flagrant disruptions in the dispatching of passenger flights. Party penalties also were imposed on the deputy chiefs of the association comrades V. A. Kocharyan and V. A. Aslanyan.

The management of the association was advised to adopt decisive measures for introducing proper order in the organization of passenger aircraft, ensuring the strict observance of flight schedules, thoroughly improving passenger services, and increasing the personal responsibility of authorities for their assigned tasks.

7198
CSO: 1823

TRANSPORTATION

AUTOMATED CONTROL SYSTEM PLANNED FOR KHAR'KOV SUBWAY TRAINS

Kiev PRAVDA UKRAINY in Russian 16 May 79 p 4

[Article by N. Baklanov: "A Metro Without Operators"]

[Text] Smoothly reducing speed, the electric train approaches the metro station. The doors open, passengers debark and board, a voice from loudspeakers announces the next stop, and the train starts off.

All as usual. One thing is unusual: at the head of the train where we always see persons in uniform, there is no one. The seats of the operator and assistant are empty.

Fantasy?

Today, yes. But at the same time, specialists of the Khar'kov metro system, one of the newest in the country, think that in the near future this may become reality. "Mars" is inspiring them with confidence.

The "Mars" system has no connection with outer space and is explained in a very down-to-earth way: modernized automatic speed regulation. The introduction of this system, which was fully completed by Khar'kovites at the beginning of the year, may truly be likened to a revolution in subway operation.

...We found ourselves in the operator's cab of the electric train. The train had barely left the station when deputy chief of service for operations Andrey Semenovich Ol'khovskiy began to explain:

"Ahead lies a long grade. If braking is not applied here, the train will pick up great speed on the descent from the 'hill-top.' And this is rather dangerous..."

On the control panel in front of the operator the number "70" was lit up in green--the maximum allowed in a given moment of speed of movement. The incline began, and the speedometer pointer, at first slowly, and then more and more rapidly crawled along the scale: 40 kilometers per hour, 50...60...

The indicator neared the forbidden mark with the figure "70" and jumped back, having barely touched it. We felt a smooth braking sensation, and the speed was reduced by 10 kilometers.

Later, head engineer of the Khar'kov Metro System Leonid Ivanovich Vstavskiy continued:

"The 'Mars' system automatically regulates the train's speed. Let us imagine that at some point an accident occurred and the train stopped. The train following is traveling at a speed limit of 60 kilometers. But the closer it comes to the stopped train the lower the limit becomes, automatically: at first, 40 kilometers, then 20, and so on, until the train has completely stopped at a safe distance from the wreck.

The alert-control system also plays a large role in accident-proof train movement."

...The electric train had hardly exceeded the speed limit when the customary braking occurred. The operator extended his hand and pressed a button on the control panel, by which he confirmed recognition of automatic function. If the operator does not do this (say, has lost consciousness), speed automatically drops to 10 kilometers. In case of repeated lack of confirmation, recurrent slowing follows until a complete stop is reached.

The introduction of "Mars," which--incidentally--is only a component part of a total system of automatic control of train movement, has facilitated further enhancement of safety on subway lines. Similarly, there has arisen the possibility of train control by only one person--an assistant is not needed now. A plus to this is the fact that the operator's job is greatly facilitated: he does not have to watch signal lights (they have already become essentially obsolete and have been discontinued), and the very functions of the "driver" are basically reduced to monitoring instruments.

In about 10 to 15 years, by the reckoning of L.I. Vstavskiy, his dream will possibly be realized. Metro trains will run without operators. The basis of belief in this already exists today.

11941
CSO: 1823

TRANSPORTATION

BRIEFS

GROUND-EFFECTS MACHINE FOR ARCTIC--Rich in useful minerals, the shore of the Arctic Ocean is waiting for man's working hands. And powerful ships hurry through the ice and bad weather in order to be able to bring machines, equipment and building materials to the pioneers of this rigorous area during the short arctic summer. Here, at last is the spot hidden on the map. But there is neither a port with docks here or a deep harbor that will enable a close approach to shore. And the delivery of cargo to the shore, and especially into the depths of the continent, is transformed into a serious problem. During their searches for a solution to this problem, specialists of the Central Planning and Design Bureau of the Ministry of Maritime Fleet created singular transport equipment--an all-terrain platform vehicle. Its dimensions are such that it can be set on the deck of a medium-sized seagoing ship. And, upon arrival at the destination, the platform is lowered to the water, it takes up to 40 tons of cargo aboard (including large-dimension machinery) and delivers it on dry land. There is no dock--it is able to clamber up onto a gently sloping shore. The new construction projects are several kilometers from the coast--it is not so dreadful: moving along the beds of shallow rivers, the platform delivers cargo even there. You no doubt have already guessed it: this platform moves above the water and dry land on an air cushion less than 70 cm thick. Tests that are being conducted in the Arkhangel'sk area have indicated that these platforms will make it possible to build reliable air transport bridges between ships at a roadstead and shore. [Text] [Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 28 Jun 79 p 4] 11409

CSO: 1823

END

END OF

FICHE

DATE FILMED

6 SEP 79

WB